NOTES ON BOOKS.

THE ASHBURNHAM SALE-JOURNALISM.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE. | LONDON, March 21. It is not quite clear whether the decision of the Trustees of the British Museum to recommend the purchase of the Ashburnham manuscripts will pass without challenge on one point. Most people want the manuscripts bought, but it is not everybody that will be pleased by the acquiescence of the Trustees in the French claims to 100 of the Libri and sixty of the Barrois collection. It has been agreed with M. Delisle, Director of the National Library in Paris, that he shall have these for \$120,000. The Museum is to buy the whole (supposing the Treasury and Parliament sanction the purchase) for \$800,000, and then sell to France those claimed by France. It must be presumed that the Trustees and Mr. Thompson, the Keeper of Manuscripts in the Museum, had satisfied themselves of the validity of the French title before they, agreed to such terms. In that case they would have acted more prudently in declining to become the intermediaries between Lord Ashburnbam and M. Delisle. Why should the Museum take any part in the restoration ? The incriminated manuscripts do not belong to the Museum. They belong to Lord Ashburnham. Why should a National institution buy treasures to which, as its authorities now admit, the title is tainted Suppose the French Chamber declines to vote the money and the bargain therefore remains incomplete. The Museum will then have on its hands 160 manuscripts which they have admitted ought to belong France. What will they do with them? Or is the whole transaction to be made contingent to the vote of the French Chamber? Parliament is not likely to approve such an arrangement as that. Indeed, the dispute, and the doubts and the diplomatizing in which the simple question of the purchase has now become involved, add immensely to the difficulties both of the Museum authorities and of the Government, should the latter resolve to ask Parliament for the money. It is nobody's business to take care of the memory

of M. Libri, of whom the late Lord Ashburnham bought the 700 manuscripts now claimed by M. Delisle. In these hurried days people assume too easily that because the property is to be restored M. Libri was guilty of taking it. That is what M. Deliste asserts, and what a French court, trying M. Libri in his absence, long ago declared proved. But a French court is very far from being a judicial body in the English or American sense of the word. The presiding judge of a French criminal tribunal looks upon himself as part of the machinery of prosecuen. His business is, like that of the public prosecutor, to secure a conviction, and he generally does. His "summing up" to the jury is only one more speech against the accused. The questions at issue in M. Libri's case are such as a criminal court was peculiarly unfitted to try. Only the other day a ench court gave a decision which illustrates very well the incapacity of an ordinary magistrate to de cide on bibliographical matters. The plaintiff had insured a Book of Hours for \$1,000. Without the binding, the volume was not worth a tenth of the m. In these days, I need hardly say, a binding may be the most valuable part of a book-as is the Grolier just sold out of the Sunderland Library for \$1.125, a book which of itself would not have letched the odd \$25. But the wiseacre of a Freuch judge who tried the action brought by the owner against the insurance company, ruled that the binding, which had been ruined by a fire, formed no part of the value of the book.

The Libri case is too long to go into. It may be

admitted that he had in his possession and sold to the late Lord Ashburnham manuscripts which once were in possession of various libraries in France. A mint toward the system in which French libraries are managed may be gathered from an incident that has just occurred. The librarian of a certain dection has been dismissed, the charge against him being that manuscripts were missing from the library. In vain did he and his friends protest that here was no proof connecting him with the loss. The place was wanted and he had to go. He has since been able to prove that the manuscripts he was accused of taking formed part of Lord Ashburnham's collection, and had been catalogued by Lord Ashburnham many years before the Frenchman's appointment, now revoked, had been made. The manuscripts, if stolen, were stolen before that poor fellow was librarian. That will not help him, but with what sort of face can French authorities advance charges of wrongdealing against others ? some French library once owned, it does not in the least follow that he stole them. The men then most competent to form an opinion believed he did not. Prosper Mérimée, sceptic as he was about virtue and other things, defended Libri in a pamphlet which has never been answered. M. Guizot was for him. M. Paul Lacroix, the father of French bibliophiles, asserted Libri's innocence. When he came to London, Panizzi, the head of the British Museum, distrusted him and forbade him access to the Museum rarities. Libri induced him to look at the proofs. with the result that Pauizzi, the foremost authority in England, became convinced that Libri's hands were clean, revoked the order for his exclusion, and ever after stood by him.

The manuscripts now to be given up at the price named include beyond question some of the oldest and most precious of the Libri and Barrous collec tions. Among them is the mestimable Pentateuch which is to go back to Tours. There are still many beautiful and valuable examples of early art left in these two collections, and M. Delisle's claims do not touch, of course, the Stowe collection which was the property of the Duke of Buckingham, nor the so-called Appendix, a list formed by the late Lord Ashburnham himself by separate purchases. French scientific correspondence, French autographs and some early Provencal manuscripts compose the greater part of the list "selected" by M. Delisie. The early Romances, in which the Barrois collection is so strong, are not affected by the

Why does Lord Ashburnham sell his father's library! The question has been often asked, but nobody has answered it in public, During the father's lifetime access to the library was denied to the public and to students alike, and complaints used to be heard of the owner's exclusiveness. The son began by reversing his father's policy. He formation of the Constitution. In Part II, the Concaused it to be made known that competent persons might inspect and study the manuscripts and books. A rush followed. Ashburnham Place, the fine old house that goes with the title and estate, happens to be situate six miles from the nearest inn. When the Continental student arrived, as be did in great numbers, it was found difficult to make him understand that he was to travel six miles daily to his work and six miles back again to his inn. Lord Ashburnham, in the kindness of his nature, used to | tion." house these travelling Tentons, and other But once under his comfortable enthusiasts. roof, it was found that their studies were prolonged, and that their kin and comrades arrived to help them. The fame of the hospitality of Ashburnham Place spread over the Continent ;-in short, Lord Ashburnham found that he must either give up his tract his permission, or sell his library. He resolved

The Chicago competitor, of whom we heard so much at the beginning of these transactions, has disappeared. It might be rash to affirm that he over had a substantial existence, or that any definite or serious proposal for the purchase of the Ashburnham Library has ever been received from Chicago. The announcement of him has had a good effect in stimulating the apprehensions of the Briton, though nobody now seems willing to accept the credit of this patriotic delusion. Berlin, I believe, has really ade advances of some sort; occupied as the goo there is in Berlin one august personage who takes little pleasure in seeing England despoiled of the Hamilton gems. The Crown Princess of Germany declared to an English friend that it was six weeks before she could make up her mind to go and see them, so chagrined was the excellent daughter of the excellent Queen Victoria at the calamity that had befallen her native country.

The new light in Conservative journalism has

made its appearance. Not The National Review that ponderous periodical was ushered into the world somewhere about the first of this month and the world, full of good intentions, has since been striving to read it, with not too great success. Heavy dulness brooded over its birth and Lord Carnarvon's discovery that three-fourths of the literary talent of England is on the Conservative side has yet to be justified. Mr. Alfred Austin, who edits it, does, I am sure, fully believe in Lord Carnarvon's dictum, and would cheerfully submit himself to competition in proof of its truthfulness. But the public does not altogether like being looked down upon and patronized, even in the Conservative interest, and thus far there is no sign that the new review will get the public ear ;-still less that it will

put back the clock half a century. It is St. Stephens which is the newest light in the Conservative heavens. This paper appears in a dingy pink cover, on which is impressed, with much superfluous ink, a picture of the clock tower of the House of Parliament. The Editor appears to be Mr. William Allison, of whom I cannot remember to have heard before, either as journalist or Conservative, or in any capacity whatever. There are political articles. There is society gossip, or what is meant for such. There is a Parliamentary paper, intended, it may be supposed, to imitate the inimitable manners of Mr. Lucy in his "Essence of Parliament" in Punch or in his "From the Cross Benches" in The Observer. It is enough to quote from St. Stephens the remark that likens one worthy member of the House to a turtle sitting on its tail. The stamp of vulgarity is over the whole.

Mr. Clifford, whose retirement from The Times was announced some time ago, has now returned to his post, and the practical management of this journal is, therefore, once more in Conservative hands. Mr. Chenery remains Editor in name. Mr. Walter continues to be actual chief of the concern, interfering when it seems to him good. M. de Blowitz is still allowed to give tone (and what a To be had of all booksellers, or will be sent prepaid, on retone!) to the paper from Paris in the matter of Continental politics. In this general disorganization of its intellectual machinery, it must be said that personal preferences, and personal animosities, and personal incapacities, and partisan purposes and financial interests, each in their turn, find convenient corners and coigns of vantage in the journal. In better days it knew the sway of a single, powerful, independent will, and spoke for the great public which now regards its vacillations and weaknesses with a languid wonder not unmixed

Other journals, meanwhile, are steadily strengthening their hold on the public which The Times is relaxing. The Morning Post for one, which does not cease to gain in circulation and revenue. The profits now approach \$200,000 a year and all question as to the wisdom of reducing its price to a penny is at an end. It may be worth while to say that Mr. F. H. O'Donnell, M. P. for Dungaryan, is not on the staff of this paper.

LITERARY NOTES.

Mr. F. Marion Crawford, the author of "Mr. Isaacs," is about to start on a journey to Japan, whence it is expected that he will send some interesting literary matter. His lately completed novel he has placed in the hands of the Macmillans for immediate publication. Nine thousand copies of "Mr. Isaacs" have been sold in this country, and a new edition, of which 3,000 copies have already been ordered, is announced.

G. P. Putnam's Sons, who published Mr. John Albee's Conversations on "Literary Art," have nearly ready a volume of poems by the same author. Mr. Albee varies his farm life on the seacoast of New-Castle, N. H., by service rendered to the Concord School of Philosophy. His winter work in New-York is that of a journalist and man of letters. His poetry, judging from occasional specimens in the magazines, has an original flavor. The greater part of this collection will be new to the public.

A translation of M. Stepniak's "Underground Russia" is about to be published in London.

Of the younger "school" of American novelists Mr. Wilkie Collins is quoted as unkindly saying that they "persist in writing of small things," and also in writing "description at the cost of human interest." Cooper, he added, is the only American writer who has given us distinctively American work.

The fourth (revised and augmented) edition of Professor Tyndall's volume on "Sound" has appeared in England.

Mr. Francis Galton's new book, "Inquiries, into Human Faculty and its Development," is announced.

Mr. Walter Besant is un reasonable when he sneers at the American publisher because the proprietors of a newly founded and little-known paper in this city failed to pay him what they had promised for a certain novel. When the Harpers, the Houghtons, the Hoits, or any other long-established and respontible firms, treat him thus he may with justice proclaim his "testimony." With merely his present experience it is bardly worth white,

A new edition of Mallock's " Every Man His Own Poet " is announced by A. Williams & Co.

Mr. Charles Barnard, in retiring from The Century, upon the imminent abolition of his department, "The World's Work," will devote himself to fiction and to the preparation of literary matter for young people.

Professor J. S. Blackie has selected, translated and is about to publish a volume which he entitles 'The Wisdom of Goethe."

The International Literary Congress will meet in September of this year, at Amsterdam. The Congress of Orientalists will meet at the same time at

A volume entitled "Outlines of Constitutional History of the United States," and prepared by Luther H. Porter, is in the press of Henry Holt & Co. This work is mentioned by the publishers as being on a different plan from any of the histories. commentaries or text-books now before the public. In Part I. it gives a brief sketch of the governnent of the colonies and the text of one of each of the three kinds of colonial charters, in order to show the basis of our form of government. It then outlines the causes which led to the titution is given and treated in detail, and the nature and object of each clause explained in a simple manuer. Part III. narrates concisely the origin and growth of political parties and traces the outlines of constitutional and party questions. It is not an ambitious work, but an attempt to put into convenient form, for the first use of students or other readers, a connected account of the main facts of the origin, nature and operation of the Constitu-

BOOKS OF THE WEEK.

THE ADMIRAL'S WARD. By Mrs. Alexander. 16mo, pp. 478. (Henry Holt & Co.) JOAN OF ARC. Poem. By George H. Calvert. Square 12mo, pp. 108. (Boston: Lee & Shepard.)

STRAY PEARLS. By Charlotte M. Yonge. Crown 8vo, pp. 424. (Macmilian & Co.) My Trivial Life and Misfortuns. By a Plain Woman. Part I. Spinsterhood. 12me, pp. 352. (G. P. Put-nam's Sone.)

CONGRESSMAN SLANLEY'S FATE. By Harriet A. Harp, 16mo, pp. 403. (National Temperance Society and Publishing House.)

THE RED ACORN. A Novel. By John McElroy. 12mo, pp. 300. (Chicago: Henry A. Sumner & Co.)

STORIES FROM ENGLISH HISTORY. By Louise Creighton. 16mo, pp. 312. (Thomas Whittaker.) THE FACE OF JESUS. Large 8vo, pp. 397. (R. Worth

LETTERS AND MEMORIALS OF JANE WELSH CARLYLE. Edited by James Anthony Froude. 2 vols. 8vo, pp. 445-405. (Charles Scribner's Sons.) THE MODERN SPHINX AND SOME OF HER RIDDLES,
M. J. Savage, Svo, pp. 160. (Beston: George
Ellis)

POETAS FAMOSOS DEL SIGLO XIX. LUS VIDAS Y SUS OBRAS FOR ENRIQUE PINEYRO. 8vo, pp. 363, paper. (Madrid : Libreria Gutenberg.)

THE MODERN HAGAR. A Novel. By Charles M. Ciay.
2 vols. in one. 12mo, pp. 764. (Fords, Howard & Hulbert.)

THE LIFE OF ADONIBAM JUDSON. By his son Edward Judson. 8vo, pp. 601. (Anson D. F. Randolph & Co.)

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For full information see City Record, copies for sale at No. 2 City field.

2 City Hall.

NOTICE.—Sealed proposals will be received at the office of the Clork of the Board of Education until April 30, 1883, for supplying the Coal and Wood required for the Public behoods in this city for the ensuing year. For this information see City Record, for sale at No. 2 City Hall. NOTICE.—Bids or estimates for each of the NOTICE,—Bids of estimates for each of the following named works (First-Cottages in Reservois and Mount Mortis Squares. Second—Granits, &c., and from Works on two Parks, 250 Ward) will be received by the Department of Public Parks at their office, 36 Unnon-square until 10 ecolock on WEDN SEDAY, 18th day of April, 1883 For full information see City Record, for saie at No. 2 City Italian

NOTICE.—Proposals will be received at the effice of the Department of Public Charities and Correction, No. 65 Third-ave, a neil April 13, 1888, for groceries provisions, dry goods lumeer, crockery, etc. For full information see City Record, for sale at No. 2 City Hall. NOTICE.—Scaled proposals will be received at the office of the Commissioner of Public Works unti April 12, 1883, for paving, also for furnishing the materian and painting the nine Free Floating Baths. For full information see City Record, for sale at No. 2 City Heli.

Ocean Steamers GENERAL TRANSATLANTIC COMPANY

CENERAL HAANSAI CANTIC COMPANY.
Company's pior (new), No. 42 North River, foot of Morton-st.
Traveliers by this line avoid both transit by English railway and the discomfort, of crossing the Channel in a small
boat. Special train saving the company's dock at Havre di
rect for Paris on arrival of steamers. Haggage checked
at Now York through the Paris.
CANADA, Frangeni Wednesday, April 11, 8 a. m.
FRANCE, Peretre d'Hanterive, Wednesday, April 12, 7 a. m.
NGRMANDIE (now), Servan Wednesday, April 26, 7 a. m.
Ochecks onyable at sight, in amounts to suit, on the Banque
Transatlantique of Paris.
For freight and passage apply to freight and passage apply to LOUIS DE BEBIAN, Agent, No. 6 Bowling Green,

Ocean Steamers.

A NCHOR LINE. U. S. Mail Steamships.

Sail from New York every Saturday for
GLASGOW via LONDON DERRY.

From Pier 20, North River:

ZIRCASSIA.. April 73, 5a m. I ANCHORIA. April 21, 3p. m.
ETHIOPIA.. April 14, noon, BOLIVIA, April 23, 9 a m.
Cabin passage, 800 to 830. Second Cabin, \$40.

Steerage, Outward, \$23, Propaid, \$21.

LIVERPOOL AND QUEENSTOWN SERVICE,
From Pier No. 41, N. R., New York:
FURNESSIA Sails April 21, May 28, June 30,
BELGRAVIA "May 12, June 16, July 21,
Cablin passage, 800 to \$125; according to accommodation:
Second Cabin and Steerage as above.
Anchor Line Drafts issued at lowest rates are paid free charge in England, Scotland and Ireland.
For passage, Cabin Pans, Book of Tours, &c., apply to
HENDERSON BROTHERS, 7 Bowling Green.

CUNARD LINE.

FROM NEW-YORK TO LIVERPOOL VIA QUEENSTOWN.

SCYTHIA Wednesday, April 1, 230 a. m.

"GALLIA Wednesday, April 15, 2 p. m.

BCTHNIA Wednesday, April 25, 7 a. m.

BCTHNIA Wednesday, April 25, 7 a. m.

BCTHNIA Wednesday, May 2, 1 p. m.

BAPIL 860, 880 and 8100, according to accommodations: for sallings after 11th April, 880 and \$100, according to accommodations.

modifions marked thus * do not carry steerage,
Steamers marked thus * do not carry steerage,
Steerage tickets to and from all parts of Europe at very low
Steerage tickets to and from all parts of Europe at very low
Inter. Freight and passage office, No. 4 Rowling Green,
Villaton, H. BROWN & CO., Agents,
VILLATO

VERNON H. BROWN & CO., Agents.

GERMAN AND U. S. MAIL STEAMERS.

NORTH GEHMAN LLOYD

STEAMSHIP LINE BETWEEN NEW YORK,
SOUTHAMPTON AND BREMEN.

HABSBURG...Sat. April 11 ELBE, Weenssky, April 18
MAIN, Wednesday, April 11 ELBE, Weenssky, April 18
RATES OF PASSAGE FOR NEW YORK to SOUTHAMP.

FIRST CABIN......\$100 SECOND CABIN.........\$600

STEERAGE, \$30.0 CABIN...........\$600

Return tickets at reduced rates, Prepaid Steerage Certificates, \$24. Steamers sail from Pier between Second and Third-sts., Hoboken, N.J.

OELRICHS & CO., 2 Bowling Green.

OELRICHS & CO., 2 Bowling Green.

GUION LINE.

UNITED STATES MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.

ALASKA.

Leaving Pier SS, N. R., foot of Kiny-ss.

ALASKA.

WISCONSIN Tuesday, April 19, 7 a. m.

WISCONSIN Tuesday, April 19, 7 a. m.

NEVADA.

Tuesday, April 24, 6 a. m.

NEVADA.

Saturday, April 24, 6 a. m.

NEVADA.

Saturday, April 24, 6 a. m.

NEVADA.

Saturday, April 25, 6 a. m.

NEVADA.

Saturday, April 24, 6 a. m.

NEVADA.

Saturday, April 24, 6 a. m.

NEVADA.

Saturday, April 25, 6 a. m.

NEVADA.

Saturday, April 24, 6 a. m.

NEVADA.

Saturday, April 25, 6 a. m.

NEVADA.

Saturday, April 26, 6 a. m.

NEVADA.

Saturday, April 27, 6 a. m.

NEWADA.

Saturday, April 27, 6 a. m.

Saturday, April 10, 7 a. m.

Saturday, April 10, 7 a. m.

Saturday, April 27, 6 a. m.

Saturday, April 2

NATIONAL LINE.—From Pier 39, N. R. ENGLAND ADIR J. TORR PICE 319, N. K.
ENGLAND APRIL 7. 30, m. HELV ETIA, APRIL 14, 11 a, m.
FOR LONDON DERECT.

FOR LONDON DERECT.

Cabin 555 to 570; outward therets \$20; prepaid steerage, theket, \$20. F. W. J. HURST, Manager, 69 and 73 Broadway, N. Y.

theket, \$20. F. W. J. HURST. Manager, 69 and 73 Broad way.
N. Y.

PACIFIC MAIL STEAMSHIP COMPANY'S
LINE FOR CALIFORNIA. SANDWICH ISLANDS,
JAPAN. CHINA. NEW-ZEALAND, AUSTRALIA. CENTRAL and SOUTH A MERICA and MEXICO.
From New-York nier foot Canal-st., N. R.
For the lathmus of Panama.
COLON sails Theeday. April 10, noon.
Connecting for Central and South America and Mexico.
From San Francisco. 1st and Brannan sta.
O. & O. 88. ARABIC sails Theeday. April 10, 2 b. m.
Excursion Ticklets between San Francisco and Yokohama at
For HONOLULU. NEW ZEALAND and AUSTRALIA,
CITY OF SYDNEY still Siturday. April 7, 2 b. m.
or or activate of London mail at San Francisco.
For freight, passasse and general information, apply at Company a Office on the Pher foot Canal-st., North filver,
pany a Office on the Pher foot Canal-st., North filver.
DED STAR LINE. For Antwerp and Paris.

\$100; Steerage, \$26; Prepaid, \$20; excursion, \$43.50. PETER WRIGHT & SONS, General Agents, 55 Broadway. UNITED STATES AND GERMAN MAIL

Line for PLYMOUTH (London), CHERISHOUTH (Paris), and HAMBURG, and HAMBURG, and HAMBURG, SILESIA, Saturday, April 7; WEILAND, Thurs, April 19; Fillsia, Thurs, April 12; BOHEMIA, Sat April 21, Rates (to Paris extra); First Cabin, 100; Second Cabin, 560, Steerage, \$30. First Cabin on Saturday Steamers, \$60, and \$70. Excursion rates greatly reduced. Send for "Tour-lists" Gazette. iats Gazette. KUN HARDT & CO., Gen. Asts., No. 61 Broad-st., N. Y. C. B. RI: HARD & CO., Gen. Pass, Agts., 61 B'way, N. Y.

KUNGARDT & CO., Gen. Asts., No. 61 Broad-st., N. Y.,
C. B. RI. HARD & CO., Gen. Pass. Agts., Cl B way, N. Y.

WHITE STAR LINE.

UNITED STATES AND ROYAL MAUL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.

NOTICE.—The steamers of this line take the Lane Route
recommended by Lieutonant Maury, U. S. N., on both the
out-ward and homeward voyages.
CELTIC, Capt. Gleadell. Thursday, April 19, 3 p. m.,
GERMANIC, Capt. Jersell. Thursday, April 21, 3:30 p. m.
BALFIC, Capt. Journays Thursday, April 21, 3:30 p. m.
GERMANIC, Capt. Jersell. Thursday, April 21, 3:30 p. m.
BRITANNIC, Capt. Ferry. Saturday, May 5, 3 p. m.
FROM THE WHITE STAR DOCK, FOOT OF WEST
Those steamers are uniform in size and unsurpassed in appointments. The Saloons, Staterooms, Smoking and Bathrooms are placed a midships, where the noise and motion are
ireast felt, affording a degree of comfort hitherto unattainable
at seq. at the complex of the community of the comm

ew.York. \$28.
These steamers carry neither eattle, sheep nor pigs.
These steamers carry neither eattle, sheep nor pigs.
For inspection of pians and other information apply at the ompany's offices, No. 37 Broadway, New York.
R. J. CORTIS, Agent. C. L. BARTLETT & CO., Agents, Boston. BARRITT & CATTEEL, Agents, Philadelphia.

Steamboats and Bailroads.

FOR NEW-HAVEN.—Steamers leave Peck slip at 3 p. m. and 11 p. m. (Sundays excepted), 11 p. m. steamer arrives in time for early trains North and East. FOR RONDOUT AND KINGSTON, landing A at Cramston's, (West Point) Cornwall, Newburg, Marboro, Milton, Po'keepsie, Esonus, connecting with User an Delaware and Stony Clove Estimats, Steamboat Escort leave usedsy, Thursday, Saturday, 5 p. m. from foot of Harrison-st Leaday, Thursday, Saturday, 5 p. m. from foot or fractisons—

EHIGH VALLEY RAHIROAD.—Passenger

trains leave denots foot of Cortandt and Desbrosses size,
1200 a. m., 5:40 and 7 p. m. for Easton, Reichieuen, Alicoley, Ithaca, Geneva, Lyons, Buffaio and the west. Pullman
through featurement of the control of the west. Pullman
through featurement and Coping Jocal trains at 5:40 p. m. for

Trains leaving at 7:20 a. m., 1 and 8:40 p. m. connect for all
joints in hashanoy and Hazelfoot coal regions. Sunday train
local for Mauch Chunk, 8:15 a. m. Leave Mauch Chunk at

6 p. m. General Eastern Office, corner of Church and Cortlandt sts. E. B. BYINGTON, G. P. A. NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD,—Commencing November 6, 1882, through trains will leave Grand Central Depot. Sa. in., Western and Northern Express to Rochester and Montgeal, with drawing-room cars: also to Saratoga. S. 40 a. m., Special Express for Chicago, daily, stopping only at Albany, Syracuse, Rochester, Buffalo, Eric, Cleveland and Toledo.

at Albany, Syracuse, Rochester, Buffalo, Eric, Clevetand and Toledo.

10:30 a.m., Chicago Express, drawing room cars to Casaudiagus, Rochester and Huffalo.

11 a.m., to Albany and Troy, with connection to Utica, Saratogs, Giens Falls, Laze George and Ruffalo.

3:30 p. m., Albany and Troy special. Saturdays only.

4 p. m., Accommodation to Albany and Troy.

6 p. m., St. Louis Express, with sleeping cars for St. Louis: running through every day in the week; also Niagara Falls, Buffalo, Toledo and Detroit.

6:30 p. m., Express daily, except Sunday, with sleeping cars to Syracuse and to Auburn Road; also to Saratoga and Montreal. Rochester, Buffalo, Cleveland, Toleno, Detrois, Control Lowville.

11 p. m. Night Express, with alceping-cars to Albany and Troy. Connects with morning trains for the West and North. Tickets on saic at No. 5 Bowling (from 252 and 413 Broadway, and at Westcott's Express Offices, 3 Park-blace and 755 and 942 Broadway, New York, and 833 Washington-at, Brooklyu.

J. M. TOUCEY, Gen. Sup't.

Gen. Passenger Agent.

NORWICH LINE
To Boston, Worcester, Nashua, Portland and the East.
The new iron Steamer,
Without exception the most elegant boat on the Sound, and
the favorite
CITY OF NEW YORK.
leave Pier No. 40, North River, foct of Watte-st., next pier
above Desbrossee at Ferry, daily, except Sundays, at 6 p.m. RONDOUT AND KINGSTON LINE.—
Steamer James W. Baldwin leaves every Monday, Wednesday and Friday at 4 o'clock from foot Harrison-st, haring suan landings and connecting with Uister & Delaware and Stony Clove R. B.

STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION COMPANY.
Office, Pier 18, N. R., foot of Cortlandt-st. Consignments of freight forwarded as directed to any par

e world.
UNEQUALLED FACILITIES FOR DISPATCH. Orders received for delivery of all kinds of freight and mer-chandise to any part of the city. BEA AND HARBORTOWING AND RIVER AND HAR-BOR LIGHTERAGE.

Freight of every description promptly lightered to any point

in the harbor at reasonable rates.

STEAMBOATS, BARGES AND GROVES TO CHAR-TER FOR EXCURSIONS.

Steamers John H. Starin and Erastus Corains for NEW-HAVEN, leave Pier 18, N. B., at 9 p. m. daily. [Saturdays

excepted.)
METROPOLIS EXPRESS CO., between New-York and
New-Haven. Care and dispatch guaranteed.
Freight for points on D. L. & W. R. R. received at Pier I.). For New Haven and points East at Pier 13. NORTH SHORE, STATEN ISLAND.—Elever Mileston Ten Cents, via Steamers from Iron Pier I, E.R., foot o CENTRAL SHIPYARD, Communipaw, N. J .- Dry Docks

Machine and Botter Shops, overything appertaining to the construction and repair of vessels.

TROY BOATS—CITIZENS' LINE.—Nwe at an ancer saratoga and city OPTROV leave Pier No. 44 N. R., foot of Curistopher et daily except Sunday at d p. m., connecting with morning trains for all points North. Sunday steamer touches at Albany.

Steamboats and Mailroads. A LBANY BOATS, PEOPLE'S LINE,
DREW and ST. JOHN leave bler 41. N. R., foot of Ca
nol-st., every WEEK DAY at 6 p. m., connecting at Albany
Sunday morting excepted) with trains north, west and cast

BALTIMORE AND OHIO RAILROAD.

White Part Line to the West.

Trains leave from Populyivanis RR. Depot.

1 p. m., except Sunday, for Washington and all noints West.

1 p. m., DAILY FAST EXPRESS, theory a slowing country to the country of the countr Wost.

2 MIDNIGHT, Daily for Washington and all points Wost,
For Time Tables. Tickets, Sicsping Bortus and Barrage,
apply 44 Usupany's office, 315 and 31 Broadway, 338 Fullons
st., Broadway, 338 Fullons

sply at Company some, 315 and 13 Broadway, 335 Faitons, st., Brooklya.

CENTRAL RAILROAD OF NEW-JERSEY.
—Station in New-York, foot of therty-st. Stationia Brooklya, foot of Villonat, Jewell's Whirf.

Commencing January 29, 1833. Leave New-York, 6:45a. m.—Por Femination, Easton, Wint Gap, Mauch, Chunk, Tamanend, Tamangua, Hazloton, Drifton, Scraaton, Gendling, Raston, Scraeton, Scraeton, Scraeton, Gendling, Scraeton, Scraeton, Gendling, Harrisburg, Manon, Chunk, Williamsport, Tamangua, Drifton, Wilkesbarre, Raston, Scraeton, Scraeton, Gendling, Harrisburg, Manon, Chunk, Hazleton, Wilkesbarre, Raston, Gua, Drifton, Wilkesbarre, Raston, Gua, Drifton, Wilkesbarre, Eds. Bridge, Barnen, Schoolog*, 4 b. m.—For Easton, Allentown, Reading, Harrisburg, Manoh Chunk, Hilkesbarre, Ker. Sunday trans leave at \$455 a. m., 12 m., for Bound Brook, and Intermediato saxions, at \$5.30 p. m. for Easton, Allentown, Reading, Harrisburg, and the West.

For Newark at \$5.453, \$15, \$645, 715, 7130, \$8.815, \$133, 9.9:15, 9:45, 10:15, 10:15, 11:15 a. m., 12 m., 12:15, 1:13, 2. m. For trains to local online seed in at abless at stational PERTH A MBOY BRANCH MOY, S. \$6.815, 11:45 a. m., 12 m., 12:15, 1:13, 2. m. For trains to local online seed in at abless at stational PERTH A MBOY BRANCH MOY, S. \$6.815, 11:45 a. m., 10:5, 4, 4, 5, 6, m., For Keyner at 5. 815, 11:45 a. m., 12 m., 12:15, 12:3, 12 W. W. STEARNS. Geon. Sub's.

NEW-YORK AND LONG BRANCH R. R.
Stations in New-York

Stations in N. J. Toot Liberty-st.

Stations in New-York

Statio Bundays (not stopping at Ocean Grove or Asbury Park), #

a. m.

For Lakewood, Toms River, Barnegat, &c., via C. R. & of
N.J., S.15 a. m., 145 p. m.

For Frechedia, via C. R. R. of N.J., 5, 8.15, 1145 a. m., 44,
p. m. For Keyports S, \$15, 1145 a. m., 145, 4, 415, 5 p. m.

For Atantic City, Vineland, Bridgeton, &c., 145 p. m.

H. P. BALLIWIN, J. H. WOODB, J. F. RANDOLPFID,
G. P. A., C. R. R. of N. J.

G. P. A., P. R. R.

SOPL

FILE RAHLWAY, now known as the NEW

YORK, LAKE ERIE AND WESTERN RAHLBOADA

Attangement of trains from Chambers street Depot.

9 a. m.—Cincinnati and Chicago Day Express, Drawings

100m Conches to Buffato and Suspension Bridge.

6 p. m. (Daily)—Fast St. Louis Express, arriving at Buffato

at 8 a. m., connecting with fast trains to the West and South,

west, Pullman's best Drawing-room Siceping Coache to

Bundalo. Coaches through to Buffalo, Niagara Falis, Chicago without change. Hotel coaches through to Chicago, 7:15 p. m. – Emigrant train for the West.

Rutherford and Passaic. 6, 7:20, 7:50, 9:30, 10:20 a. m., 12 moon, 1:45, 3, 3:50, 4:40, 5:10, 5:30, 6:10, 6:30, 8, 10:30 p. m., 12 midnight. Sundays. 6, 8:30, 10:20 a. m., 1:45, 6:30 p. m., 12 midnight. 6, 7:20, 7:50, 9:30, 10:20 a. m., 12 noon, 1:45 3, 7:50, 4:40, 5, 5:10, 5:30, 6:10, 6:30, 7:25, 8, 10:30 p. m. and 12 midnight. Sundays. 6, 8:30, 10:20 a. m., 1:45, 6:30, 12 midnight. Sundays. 6, 8:30, 10:20 a. m., 1:45, 6:30, 12 midnight. Paterson, 5, 5:10, 5:30, 6:10, 6:30, 7:25, 8, 10:20 p. m. and 12 midnight, sundays, 6, 5:30, 10:20 s. m., 1:45, 6:30, 12 midnight, sundays, 6, 5:30, 10:20 s. m., 1:45, 6:30, 12 midnight, sundays, 9:10 s. m., and 12 midnight Saturday night, 5:30,

NO. N. ABBOTT, Gen'l Pass'r Agent, ass' Nov. No. N. ABBOTT, Gen'l Pass'r Agent, ass' Nov. No. Trains leave for Englewood Closter. Permont and Nyack 7, 850, 10 a, m., 1, 3, 4, 450, 5:30, 6:40, 8:30 p, m., 12 mis, might. Sundays, 9 a. m. and 6:40 p, m.
Nanuet, Spring Valley and Monsey. 7, 10 a, m., 4:50 p, m. Sundays, 9 a, m.
Sundays, 9 a, m.

TALL RIVER LINE for BOSTON and the EAST.—FARES REDUCED, 53 to Boston, Lowell and Fitchburg: \$2 to Newport and Fall River; \$2 75 to New Bedford; corresponding reductions to other points. Seamers Brillstol. and Old Colony Jeavs New York on alternate days, Sundays excepted, from Fier 28, North River, food of Murray-st., 6 p. m. Connecting by Annex boat from Rivokiya (foot of Faithon-st. 4:30 p. m); Jersey City (from food of Exchange-place) at 4 p. m.

BORDEN & LOVELL. Agents.

BORDEN & LOVELL. Agents.

SUNDAY TRIPS will be RESUMED on the 15th inst. FOR BOSTON.
THE LATEST EVENING TRAIN,
With Pullman siespers, iesves Grani Contral Depot at 11:37
p. m., wees days. Get tickets yia
NEW-YORK AND NEW-ENGLAND RAILROAD. FOR BRIDGEPORT and all points on HOU-SATONIC and NAUGATUCK RAILROADS—Steamers leave Catherine slip at 11:30 a. m., 5:00 p.m., 23d-st., East River, 3:10 p. m. Fare lower than by any other route.

PENNSYLVANIA RAILROAD.

On and after March 6, 1883.

AND UGIERAL TRUNK LINE

Trains leave New York via Desbroases and Courtlands
Streets Ferries as follows west and South, with Pollman
Palace Cars attached, Sa. m., 6 and 8 p. m. daily. New York
and Chicago Limited of Parior, Dining. Smoxing and sleeping Cars at 9 a. m. every day.

Williamsport, Lock Haves 8 a. m., 8 p. m., Corry and Eric 41
5 p. m., co 0dl Ractons.

Baitimore, Washington and the South, "Limited Washington
1 p. m., co 0dl Ractons.

Baitimore, Washington and the South, "Limited Washington
1 Express" of Poliman Palace Cars daily, except Sunday, 10
a. m., arrive Washington 4 p. m. Regular, via B. a. d. P. R.,
R. at 5:15 and 8:30 s. m., 8:49 and 9 p. m., and 12 night;
Via B. and O. R. R., 1 and 7 p. m. and 12 night.
Sunday, via B. and P. R. R., 5 a. m., 9: m., and 12 night;
Via B. and O. R. K., 7 p. m. and 12 night.
For Atlantic City, except Sunday, 5:15 a. m. and 1 p. m. Of
Sunday, 5 a. m. Through car on 1 p. m. train.
For Cape May, except Sunday, 5:15; 11:10 a. m. On Saturlays
only 1 p. m.
Long Branch, Bay Head Junction, and intermediate stations,
via Rahway and Amboy, 9 a. m., 12 noon, 3:30 and 5 p. m.
On Sunday, 9 a. m. (Does not stop at Ashury Farx).
Bonts of "Brooklyn Anner" connect with all through trains
at Jersey City, affording a speedy and direct trains of Trains arrive—From Pittsburg, 6:20 and 11:20 a. m., 7:30 and
10:20 p. m. daily, From Washington and Baltimore, 6:20,
6:30, 6:50 a. m., 10:35 and 10:50 p. m. Sunday,
9:50, 6:20, 6:30, 6:50, 1140 a. m. 6:20, 7:30, 9:35, 10:20,
10:35 and 10:50 p. m. sunday,
9:50, 6:20, 6:30, 6:50, 1140 a. m. 6:20, 7:30, 9:35, 10:20,
10:35 and 10:50 p. m. sunday,
9:50, 6:20, 6:30, 6:50, 1140 a. m. 6:20, 7:30, 9:35, 10:20,
10:35 and 10:50 p. m. sunday,
9:50, 6:20, 6:30, 6:50, 1140 a. m. 6:20, 7:30, 9:35, 10:20,
10:35 and 10:50 p. m. sunday,
9:50, 6:20, 6:30, 6:50, 1140 a. m. 6:20, 7:30, 9:35, 10:20,
10:35 and 10:50 p. m. sunday,
9:50, 6:20, 6:30, 6:50, 1140 a. m. 6:20, 7:30, 9:35, 10:20,
10:35 and 10:50 p. DENNSYLVANIA RAILROAD.

THE OLD-ESTABLISHED ROUTE AND SHORT LINE

DAY, 3 STATIONS IN PHILADELPHIA, 213 NEW-YORK.

Express Trains leave New-York, via Besbrosses and Courd lands at Forries, as follows: [10, 7:20, 8, 8:30, (9 and 10 Limited), 11 a.m., 1, 3:20, 3:40. 4, 5, 6, 7, 8 and 9 p. m., and 12 night, Sundays, 3, 5 (b Limited), and 10 a.m., 4, 6, 7, 8 and 9 p. m., and 12 night. 7:20 a. m. and 4). m. maning through via Camdea.
Returning, trains leave Broad Street Stations Philadelphia, 12:01, 3:03, 3:20, 3:45, 8:30, 7:30, 8:20, 8:30 and 11 a. m. (Limited Express 1:30 p. m.), 3, 4, 5, (5:25 Limited), 6:30, 7:45, m. 4, 8:20 p. m.), 3, 4, 5, (5:25 Limited), 6:30, 7:45, m. 4, 8:20 p. m.) On Sunday 12:01, 3:03, 3:20, 8:34, 8:30 m. 4:20 m. Con Sunday 12:01, 3:03, 3:20, 12:40 m. 4:31 m. m. daily representation of the sunday repr Emigrant Ticket Unio, 40 o Special Company will call or and check the New York Transfer Company will call or and check baggage from hotels and residences.

J. R. WOUL General Manager.

General Pass'r Agent

POPULAR SHORE LINE.

POR PROVIDENCE, BOSTON AND THE EAST,
ALL RAIL FROM GRAND CENTRAL DEPUT.

Three Express trains daily (Sundays excepted) to lloston at
8a.m., 2p. m. (pariot car attached), and 10 p. m. (with palace siesping cars), Sundays at 10 p. m. (with palace siesping cars).

STONINGTON LINE FOR BOSTON.

STONINGTON LINE FOR BOSTON.

CONNECTING WITH ALL POINTS RAST.

Reduced fare, 83 to Boston for first-class tickots, good only as specified on their face.

Riegant steamers leave daily (Sundays excepted), at 5 p. m. Riegant steamers leave drill from Pier 33 North River, fool of Jay-sk, New-York, arriving in Boston at 6 a. m. Tickets for sale at all principal ticket offices.

PHOVIDENCE LINE, for freight only. Steamers leave from Pier 29 North River, foot of Warron-st, 4:30 p. m. dails (Bundays excepted), for Heaten via Provingence direct.

J. W. POPPLE, Acting General Passenger Agent.